

KEMP SUSPECT HELD

Detective Sent to West Virginia to Identify Prisoner.

ARRESTED IN MINING TOWN

Man Answers Police Description of Absconding Clerk.

COUNTY OFFICERS IN DOUBT

Prisoner Lodged in Jail to Await Arrival of Washington Official. Says He's "Con Farley."

Special Dispatch to The Star.
WHEELING, W. Va., August 26.—Is J. Arthur Kemp, the absconding police department clerk, under arrest in Logan, W. Va.?

This is a question which will be definitely settled tonight when Detective McNamee and a Star reporter reach the isolated town in the southwestern part of the state. A man answering the description of Kemp, which was sent broadcast throughout the country, is in the Logan county jail awaiting the arrival of the Washingtonians, but he claims to be Con Farley, a Kentuckian, and the West Virginia officials are a little inclined to believe his story.

Arrested at Holden.

The local police have been notified over the long-distance telephone by Sheriff Moore of Logan county of the detention there of the man believed to be Kemp. The suspect was arrested yesterday at Holden, a small mining town in the southwestern part of the state, and taken to the county jail at Logan.

The prisoner claims to be "Con Farley" and says he came to the mines from Kentucky. He had been in Holden five days working as a truck driver in the mines when arrested. One of the numerous circulars sent out from Washington asking for the arrest of Kemp reached Logan several days ago, and the county authorities have been on the lookout for a man answering the description. Sheriff Moore heard Saturday night that a stranger had recently arrived at the Holden mines and secured work as a truckman. Yesterday, with the Washington circular in his pocket, the sheriff drove over to Holden and before night the suspect was lodged in the county jail.

In every respect, it is said, with the exception of the mustache, "Farley" tallies with the description of Kemp, but has been able to give such a straightforward account of himself that the officials are not certain he is the Washington defaulter. They will not know for certain until the arrival at Logan some time tonight of the detective now on the way from Washington. Meanwhile "Farley" while declaring that he never heard of Kemp, is plainly nervous over his detention.

Letter to George Kemp.

In one of "Farley's" pockets the sheriff found a letter addressed to George Kemp, from his mother, begging the status of a Kentucky post office. The prisoner has declined to say how the letter came into his possession.

Inpatient at Headquarters.

Police officials at headquarters are in an impatient mood today because they cannot hear anything regarding the positive identification of the man arrested at Logan, W. Va., and supposed to be Kemp. Detective McNamee was dispatched to the West Virginia mining town last night and is speeding in that direction as fast as steam can carry him, but he will not reach there until after 6 o'clock tonight, and until that time the local officials cannot be certain whether the missing defaulter has been captured or not.

The impatience began with the receipt of the following message from Albert Moore, chief of police of Logan, W. Va., yesterday afternoon:

"I have arrested James Arthur Kemp, alias J. H. Henderson, five feet six inches, weighing 150 pounds, cut on left thumb, thin on top and back of head, blue eyes, smutty complexion, small dimple on chin. Let me hear from you at once."

The telegram was in such positive terms that it startled the local police officials, and as it came from a section where they little thought the missing chief clerk would seek refuge, they were pessimistic at first, but not wishing to lose any opportunity for capturing the man they wanted badly, Maj. Sylvester and Inspector Boardman arranged to send a man to Logan to look the prisoner over. Detective McNamee was picked out as the man to go, he having been familiar with Kemp for many years. He was accompanied by a reporter for The Star.

This morning a further confirmation of the identification of the prisoner by the authorities at Logan was received in a telegram, which read as follows:

"Am very sure it is Kemp."
But the local police headquarters officials are from Missouri as far as this particular arrest is concerned, and they are "shown" before they will believe that Kemp is actually under arrest. Knowing his habits as well as they do, the local police officials say that they do not believe that Kemp would work as a miner, as indicated in the dispatches from Logan.

COAL CHUTE COLLAPSED.

One Will Die and Two Others Suffer From Severe Injuries.

Special Dispatch to The Star.
CHICAGO, August 26.—One man will die and two others are suffering from severe injuries as a result of the collapse of an elevated coal chute structure owned by the Chicago Junction railway at Hammond, Ind., yesterday.

A coal train which was being loaded at the structure gave away, and the locomotive and cars, as well as the structure, crashed to the ground, a distance of forty feet. Thomas Ba-rett, the engineer, was crushed fatally.

WRECK ON SOUTHERN

Northbound Train Derailed Near Charlottesville.

COACHES TURNED TURTLE

Many Passengers Were Hurt, But None Killed.

WASHINGTON MAN WAS INJURED

Several Other Railroad Accidents in Various Localities—Ohio Fatality.

Special Dispatch to The Star.
CHARLOTTESVILLE, Va., August 26.—Southern railway train No. 34, northbound, known as the New York and Augusta express, and the companion train of No. 33, on which President Samuel Spencer was killed near Rankoon last Thanksgiving day, had a narrow escape from total destruction at 4 o'clock this morning. While approaching Red Hill, eight miles south of Charlottesville, the entire train, with the exception of the engine, left the track, and after running along the ties was thrown against a clay embankment. Several of the sleepers left the trucks, but strange to say no one was killed and but few injured.

List of Injured.
Those who were worst injured were:
Calvin Cowan, negro, Salisbury, N. C., badly cut about face.
V. W. Duvall, Hyattsville, Md., chief clerk in mail car, cut on breast and arm.
H. Harry Goodman, Salisbury, N. C., merchant, arm and wrist injured.
John A. Boyer, mail clerk, Washington, internally.
H. C. Colter, 220 West 124th street, New York, body bruised and arm hurt.
D. S. Rothrock, Winston-Salem, N. C., arms contused and body bruised.
Ellen H. Cotton, negro, 19 Burleigh street, Cambridge, Mass., arms and body contused.
R. N. Sturgis, Rock Hill, S. C., arms and body bruised.
Harry Goodman, Salisbury, N. C., body bruised.
G. C. Miller, express agent, Columbia, S. C., body bruised and arms hurt.
G. C. Richards, expressman, Greensboro, N. C., head and arms hurt.
R. L. Holland, negro, Washington, D. C., arms and body bruised.
R. G. Upton, Whitney, N. C., arms and body bruised.
Daniel Kerr, Nashville, Tenn., arms and body bruised.
H. Morton, 100 Ashford street, Brooklyn, N. Y., hand hurt.
Ada Bullock, Greenwood, Va., arms and body bruised and contused.
Richard Sweeney, Jersey City, porter, chest injured.

All of these except Duvall, according to the railway officials, are able to proceed without assistance.
The train containing the injured reached Charlottesville at 7:30, but only one—Cowan—was removed to the University Hospital. Attached to the rear of the train was the private car of Byrd Robinson, president of the Missouri, Jackson and Kansas City railway, on his return north from Knoxville. He and his party were unhurt.

All the passengers were badly shaken up. Several jumped from the windows while the cars were running along the ties. Had the accident occurred fifty yards further the train would have been thrown from a high trestle.

The accident was due to a defective rail, which is in possession of the crew. The track is badly torn up the length of the train and traffic will be blocked for the greater portion of the day.

JUMPED A SWITCH.

Train on Reading Branch Narrowly Escaped Ditching Today.

Special Dispatch to The Star.
PHILADELPHIA, August 26.—The Pottsville local, which left the Reading terminal at 7:21 o'clock this morning, running through the Battle and Ohio subway, miraculously escaped plunging over a sixty-foot embankment into the Schuylkill river when the forward truck of one of the passenger coaches jumped a switch on the west side of the river at the approach to the Falls of Schuylkill bridge.

After the truck left the tracks the train ran a distance of eighty yards over the bridge, was brought to a stop, the derailed wheels smashing the ties and plunging up the roadbed for the entire distance.

The train, which consisted of two baggage cars and three passenger coaches, was running at a speed of thirty miles an hour when it struck the switch by which the subway runs over the falls bridge to Wayne Junction. The locomotive and the baggage cars cleared the switch, but the forward truck on the first of the three passenger coaches left the rails when it struck the intersection.

The passengers in the coach were thrown from their seats by the shock. When they looked from the windows to the river, sixty feet below, they realized their danger, and although badly shaken up, stampeded from the cars.
Investigation showed that no damage had been done to the car, although the ties and road bed had been badly torn up.

RUSSIAN OFFICER MURDERED.

Special Telegram to The Star.

ST. PETERSBURG, August 26.—Col. Ivanov, governor of the political prison at Wilburg, was assassinated today while walking in the streets of St. Petersburg. The assassin was arrested.



SAID HE WOULD SHOOT

MOB LYNCHED HIS PRISONER NOTWITHSTANDING.

OMAHA, Neb., August 26.—Loris Higgins, who murdered W. L. Copple and wife near Rosalia, Neb., May 12, was lynched at Bancroft today. Sheriff Young of Thornton county came to Omaha Sunday night to get his prisoner, who had been in the Douglas county jail since his capture, and took him to Bancroft on a train which arrived there about 8 o'clock in the morning.

Twenty men took Higgins from the sheriff, hauled him off in a drag and hung him to a tree. When the sheriff left for Omaha Sunday he was accosted by citizens at Bancroft, who asked him what he would do if they should attempt to lynch Higgins.
"Shoot the first man who tries it," he said.
"Well, we just wanted to know: chances are you will have some shooting to do." Higgins' crime was a wanton one. He had worked on the Copple farm and had had some trivial dispute with Mr. Copple. Anger over this is the only suggestion of a reason for the murder. He killed both in the barnyard with a gun. He was a young man, and after his arrest became radically religious, participating in every service held at the jail.

DEFALCATION A FAKE.

Denial by Officers of the Chemical National Bank.

Special Dispatch to The Star.
NEW YORK, August 26.—Sensational reports to the effect that a defalcation had been discovered in the Chemical National Bank, at 270 Broadway, were declared by officers of that institution today to be absolutely unfounded.

"It is the rankest kind of a fake," said Mr. Francis Halpin, the cashier.
It was learned that the "expert accountants" who were "busy all yesterday and last night" in the offices of the Chemical National Bank, as a result of the reported defalcation, were none other than a gang of carpenters employed in putting in new plate glass windows. A scaffolding was being erected, and inasmuch as the work could not be carried on during business hours, it was decided to install the glass yesterday and last night.

The fact that one of the bank's junior officers is away ill from overwork, is believed to have started the report of a defalcation.
"Why, that man is one of our most trusted employees," said Cashier Halpin, "and we'd leave the vault open to him without fearing anything wrong. He was suddenly taken ill last week, and is now recuperating with our full permission."

KILLED BY THE TURKS.

Many Villagers Massacred and Women Carried Off.

TEHERAN, August 26.—Gen. Samsam Bowleh and other Persian officers, according to reports received here, have been killed by the invading Turks, after having been taken prisoners. Many, inoffensive Persian villagers, including women and children, have been slaughtered, women have been carried off, a church has been defiled and much grain and other property has been taken or destroyed. Turkish regular troops, with artillery, were within four miles of Urmiah, August 15.

There are no signs of withdrawal of the Turks from Persian territory.
Another report says that the Turks have occupied Merivan in Persian Kurdistan, east of Suleimania. In a telegram asking for help, the clergy and inhabitants of Merivan add that if the Persian government is powerless, the people must beg Russia.

REIGN OF TERROR IN CHICAGO.

Gambling House Shaken by an Explosion of Nitro-Glycerin.

Special Dispatch to The Star.
CHICAGO, August 26.—Another chapter in the reign of terror in the Chicago gambling war was enacted yesterday morning, when John F. O'Malley's saloon and gambling house was shaken by a tremendous explosion of nitro-glycerin, or dynamite. Windows in three big buildings along Kinzie street were shattered and three men were thrown down and injured by the concussion.

NOTICE.

The price of this paper at NEWSSTANDS and from NEWSBOYS is

TWO CENTS.

There has been no change of any kind in the price of the paper to newsboys, and readers should pay no more than the printed price.

MORE TROUBLE FOR PACKERS.

Teamsters to Strike Today if Demands Are Refused.

Special Dispatch to The Star.
CHICAGO, August 26.—Unless their ultimatum is granted, 700 packing house teamsters will strike at 5:30 o'clock this afternoon. Two months ago the packing house men were on the point of striking. A strike vote was taken, and the walkout was endorsed by the teamsters' joint council and the international executive board of the teamsters' union. At the last moment the strike was prevented by a proffer of arbitration from the packers, which the drivers accepted.

Arbitration, however, proved to be a failure. Four members of an arbitration board representing each side in the controversy were selected, but it was found impossible to agree on the fifth man. The effort to complete the board was kept up until a week ago, when the teamsters announced that they were "tired of the proceedings" and renewed their demands for more wages.

Yesterday the packers, hoping to avoid a strike, offered the teamsters a 10 per cent increase in wages to some of the men. This offer was rejected at a meeting of the teamsters in the afternoon. The sentiment at the meeting was that unless every driver gets an increase a strike should be called.

TO MEET SECRETARY TAFT.

Gunboat Chattanooga Has Put in at Vladivostok.

In anticipation of the arrival of Secretary Taft, the orient gunboat Chattanooga has put in at Vladivostok, the eastern terminus of the Trans-Siberian railroad. It is a rare thing for an American warship to visit that port, and it is supposed at the Navy Department that the object of the visit to make sure that it will be possible for the Chattanooga or a vessel of her type to enter the far northern harbor as late as the middle of next November, when Secretary Taft expects to enter after his Philippine visit, for western Europe, on his homeward journey. The Russian government has stationed at Vladivostok the largest icebreaker in the world, which manages to keep the harbor open to a limited extent the greater part of the fall and late spring, and it is expected that the Chattanooga can get in, provided the attempt is made not later than November 15. If the Secretary should be delayed later than that date it is possible that if he does not completely eliminate the return to America by way of Siberia and Europe, he will be obliged to entrain at Niuchwang or Dainy, in Manchuria.

Found Floating in the Delaware.

Special Dispatch to The Star.

PHILADELPHIA, August 26.—The body of Charles H. Stirn, a retired jeweler of 1839 Passayunk avenue, was found floating in the Delaware river this morning at 7 o'clock, and his drowning is believed to have been due to a weakness of the heart, which caused him to fall into the water while in a helpless condition. Stirn was forty-six years old and single. His aged mother, Alina C. Stirn, who was pros- trated at the news of his death, received a severe shock, and it is feared that the death of her son may prove fatal to her.

Gas Explosion Wrecks Iowa Town.

Special Dispatch to The Star.
DES MOINES, Iowa, August 26.—The business section of Cedar Falls, Iowa, was wrecked last night by an explosion, presumably gas. The loss will be about \$100,000. No one is reported killed.

WELLMAN STILL WAITS

HAS NOT YET STARTED FOR THE NORTH POLE.

Special Telegram to The Star.
LONDON, August 26.—The Hammerfest correspondent of the Daily Mail says that Walter Wellman did not start from his camp at Spitzbergen for the north pole in his airship on August 23, as he hoped to do. The last two tourist steamers of the year arrived at the camp at Virgo bay on August 20. They saw the balloon high in the air, confined by anchor ropes.

Mr. Wellman said he was not able to start as the breeze was wrong. He could not start in a southeast wind. The tourists banqueted Mr. Wellman and his companions. Mr. Wellman said to them: "If I am lucky you will hear from me and the north pole in a week. If I am less lucky, in a fortnight. If you do not hear from me in three weeks you will never hear from me."

The steamers left twenty-four hours later. It was then remarked that the balloon seemed gradually being deflated. They passed Virgo bay for the last time on August 23, and no start had then been made, although the weather was calm and bright. The passengers doubt if Mr. Wellman will or can start this year.

NELSON MORRIS ILL.

Hope for Ultimate Recovery of Founder of the Packing House.

Special Dispatch to The Star.
CHICAGO, August 26.—Dr. Arthur Edwards, his physician, said today that there was reason to hope that the condition of Nelson Morris, the packer, would continue to improve, but that his recovery would necessarily be slow.

Mr. Morris, who is the founder of the packing establishment that bears his name, is in a critical condition, however, at his home, on Indiana avenue. For over a year he has been suffering with heart disease, and during the last four days he has been confined to his bed. He had a slight change for the better yesterday, but has shown no marked improvement today.

Killed in Ohio.

PORTSMOUTH, Ohio, August 26.—Conductor Robert Gilmore of this city and Engineer J. C. Purdy of Batavia, Ohio, were instantly killed, and six or more trainmen seriously injured in a head-on collision between two Norfolk and Western freight trains, near Rardin, early today. A relief train bearing physicians and medical supplies was rushed to the scene from here. Among the injured are Engineers Cliff Smith and William Nichols and Fireman C. Workman, all of this city.

Trolley Struck a Team.

CHICAGO, August 26.—By a collision between an electric car and a wagon in the suburb of Glencoe, today, the motorman on the car, whose name is not known, and the driver of the wagon, John Morrisack, were killed. The car was going at the rate of forty miles an hour when it struck the wagon, which it carried along the track for fifty feet. Several of the passengers on the car were slightly bruised.

Hard Luck of Telegraph Operator

With Unlucky Amount.

CHICAGO, August 26.—To be robbed of \$13 is some misfortune, especially when you are a striking telegraph operator; but this is being stripped of your hat, coat and trousers on the lake shore and having to spend hours dodging pleasure seekers before you can find a place of refuge!
James E. Reeves, a striking telegraph operator from New York, experienced both these misfortunes yesterday. After several drinks with a new-found friend at the Revere House he was induced to go to see a mythical "hole on the lake front." When he reached the foot of Illinois street he was knocked down, beaten and robbed of the \$13 he cost, hat and trousers.
For nearly five hours Reeves dodged around among the weeds. Finally in desperation he made a dash for the fire engine house in Chicago avenue, where he told his story, and one of the firemen gave him a blanket.

BOTH SIDES ARE FIRM

Telegraph Strikers Not Favorable to Compromise.

A STATEMENT FROM SMALL

President of the Union Writes of Present Prospects.

POSTAL'S STAMPEDE PLAN FAILS

Forces on Verge of Collapse—Systems to Be Out of Commission by End of Week.

Special Dispatch to The Star.
NEW YORK, August 26.—S. J. Small, president of the National Commercial Telegraphers' Union, spent last night at the Astor House and was in consultation with his local lieutenants early today. After refusing to discuss the question of arbitration and maintaining that any suggestion of that character must come from the telegraph companies, he issued the following in writing:

"The week opens with the brightest possible prospects one could imagine for the strikers. We have agents within earshot of every officer of both companies, and therefore know whereof we speak when we say that the conditions are worse today for the companies than the day the strike was called."

"It is positively known that the Postal company had planned to pull off a stampede this morning. They failed utterly. I report that those who are working are on the verge of collapse. They have been employed night and day since the strike began, and the demands upon them are more than any human being can stand for more than two weeks."

"The Western Union Company abolished the double-pay system commencing today. One-half of the force working there last week failed to report after they received their pay on Friday. Today every chief operator and higher officer is working at the key at No. 105 Broadway."

"By the end of the week, unless a settlement is made, the telegraph systems of the country will positively be out of commission, and I assure you this is no idle boast."

Statement Not Taken Seriously.

Neither the Western Union nor the Postal officials were inclined to take Small's statement seriously.

"We are not paying any attention to Small," was the comment of Edward J. Nally, vice president and general manager of the Postal. "Conditions are steadily improving with us."

Belvidere Brooks, general superintendent of the Western Union Telegraph Company, said today when shown a copy of the announcement that W. W. Beattie, national vice president of the Commercial Telegraphers' Union of America, expressed himself as satisfied No. 105 Broadway.

"So far as the Western Union Telegraph company is concerned the strike is settled today. We are now operating with no more delay than we were the day before the strike was declared. Our company has all the mail it needs today, and conditions along the lines are practically normal. The strikers are beaten."

CHICAGO MANAGERS SURPRISED

Over Action of Local Union in Electing Committee.

Special Dispatch to The Star.
CHICAGO, August 26.—The action of the Chicago union yesterday in taking steps for the election of a committee of fifteen to confer with the telegraph companies came as a surprise to the local telegraph superintendents. They declared they had heard of no change in the strike situation which would warrant the selection of such a committee, and that the move was simply of a conciliatory nature.

The strikers, on the other hand, maintain that it is no concession, but simply logical action in keeping with conditions, and necessary for an ultimate settlement of the strike. Voting is in progress today in every center where the operators are on strike. It is expected the committee will be ready for business about the time President Small makes his efforts to reach the heads of the telegraph companies in New York. As the new committee will represent the strikers at large, any settlement that might be reached would end the whole dispute.

Some of the unions throughout the country for the strikers as Nelly, who the future will choose one representative from each company in each telegraph district. This committee of fifteen from each company will be in readiness to proceed to New York at any time the telegraph companies may show a willingness to meet them to discuss terms of settlement.

COMPROMISE ARBITRATION.

Strikers at Norfolk, Portsmouth and Jamestown Take Action.

Special Dispatch to The Star.
NORFOLK, Va., August 26.—The striking telegraphers of Norfolk, Portsmouth and the Jamestown exposition have appointed E. M. Kilpatrick, representing the Western Union men, and E. R. Harvey, representing the Postal men, as electors to participate in the election of one representative from Virginia, the Carolinas and parts of West Virginia and Tennessee to appear before Mr. Small and the telegraph companies in a "compromise arbitration." This action followed instructions from President Small.

TOOK HIS \$13.

Hard Luck of Telegraph Operator With Unlucky Amount.

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Weather.

Fair tonight. Tomorrow increasing cloudiness.

TEA CUP CHALLENGER

Lipton's Limited May Try Again for the Trophy.

HAS SIX WEEKS' LEeway YET

Talk With Sir Thomas on the Prospect.

SAYS HE WOULD ENJOY COMING

Thinks the American Measurement Rule Is Good and Is Willing to Try Under It.

Special Telegram to The Star.
DUBLIN, August 26.—When the other day it was rumored at Kingston that Sir Thomas Lipton was about to challenge for the America's cup through the Royal Irish Yacht Club the story was not believed. The officers of the club doubted it and the secretary was so certain it was not true that he authorized the publication of a contradiction.

The Star's correspondent is in a position to state that the rumor has a foundation in fact. Yesterday morning Sir Thomas' yacht Erin entered Kingston harbor, and soon after she had been shackled to a buoy The Star's correspondent was in conversation with Sir Thomas Lipton. The conversation was interrupted only once. This was when a flag officer of the British Atlantic fleet boarded the Erin, bearing the compliments of Vice Admiral Sir Ashton Curzon-Howe, who desired to know whether he could be of any service. This compliment was paid not only in behalf of the fleet, but of King Edward, who always offers Sir Thomas, when he is abroad, all the assistance that can be afforded by the royal navy. Asked whether he intended to challenge for the cup, Sir Thomas said that affairs had not yet developed sufficiently to enable him to give a definite answer. He said he was over in Ireland to consider the matter. He had a month or six weeks in which to offer a challenge. He was informed of the statement on Saturday by the secretary of the Royal Irish Yacht Club that no challenge would be sent over until the New York Yacht Club altered its measurement rules. Sir Thomas said:

"Measurement Rule All Right. The American rule at present is a good one. It makes for a healthy, wholesome, seaworthy type of boat. No doubt it would be better for Europe and America to have one rule, whether American or international, because a boat built for America is of no use for racing in this country. I am not a racing man, but I am a racing sailor as it now exists. It gives us a better chance, as it provides that the competitor must be a yacht, and not a machine. I hope the coming races for the cup will be sailed under the present rules of the New York Yacht Club with good seaworthy boats."

In reference to a challenge Sir Thomas Lipton said he was considering the matter, which would be decided within the next few weeks.

Sir Thomas continued: "If I challenge I'm confident I'll bring over the cup this time. If I complete it I'll never forget the time I spent in the Royal Irish Yacht Club. We challenged twice through the Royal Irish Yacht Club in the north. Now I want to give the south a chance to see if my luck will change. If I win the cup, it would be a great thing for Dublin, as the subsequent race would have to be sailed in Dublin bay."

Likes Americans.

When Sir Thomas was asked his opinion of Americans as sportsmen, he said: "I love this country and love the people. They are straight as dies."

When he was asked for a message to Americans, Sir Thomas said: "Tell them I hope to compete for the cup once more, and that I'm burning to sail against their best craft once more. Tell them I'll never forget that kindly people and sportsmen they are, and that I'll always remember the many kindnesses shown me on the water. Also say that I have a special liking for the journalists of New York, whose kindness was overwhelming and who treated me as a sportsman. Tell them I'll never forget the pleasures of my American experiences as always in my mind, and it is my chief hope that I may once more sail there to lift that cup and that I may receive the same warm welcome from as kindly and hospitable and sporting a people as the earth supports."

FIFE WAS LOOKING AROUND

PROSPECT OF SEA RACE BETWEEN BIG YACHTS.

Returns Home After Inspecting Boats Built to New Rule—Lipton Thinking of Building.

NEW YORK, August 26.—William Fife has gone home. He came here to look after the Crusader and to try to make that yacht beat the Adele in the trial races held by the Canadian Royal Yacht Club to select a challenger for the Canada cup. Before Mr. Fife left he took a good look at the new racing yachts, or such of them as he could see, and carefully studied the way American designers are working out the American rule. He had a good opportunity to see the Seneca, the yacht built by Herreshoff to defend the Canada cup, and as that yacht defeated the challenger Mr. Fife must have profited by what he saw.

One day he spent at City Island. He went there to look the Effort over, but was disappointed because that yacht was not hauled out that day and so he could not see in what direction Henry J. Glavin is working or how he has turned out what is without doubt the fastest sloop of her size in these waters.

Outlook for Challenge.

There has been much talk of a challenge coming and Mr. Fife is the authority for the statement that things look bright for a race for the America's cup next season, and after he made that statement stories were circulated about defenders being built by American yachtmen. Most of these stories are just talk. One yachtman who was credited with having cup defending aspirations has announced that he would not have a cup defender as a gift, and at